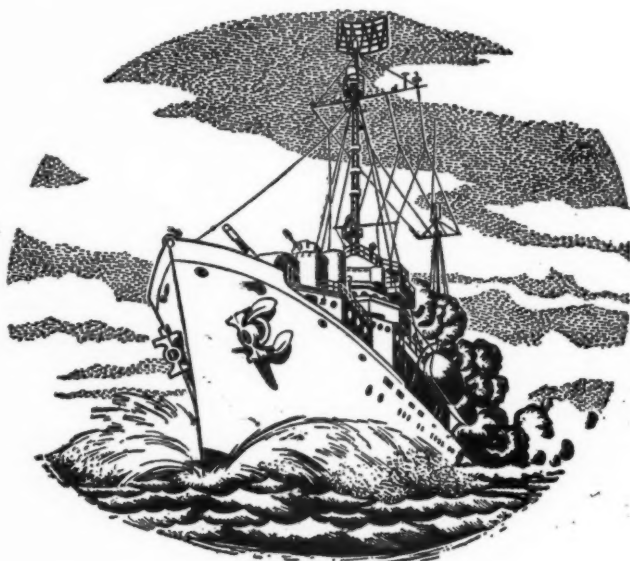


# U.S. COAST GUARD



# BULLETIN



**DECEMBER 1948**

**VOLUME 4**

**CG 134**

**NUMBER 6**

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**Commandant's Christmas  
Message**

To all of you in the Coast Guard, military and civilian, and to your families, I extend my sincere greetings and best wishes for a Merry Christmas and every happiness and success during the New year.

The Christmas message of "on earth peace, good will toward men," has a more than seasonal significance to the Coast Guard, for it is a precept adhered to throughout the year in the fulfillment of our humanitarian missions.

May the personal satisfaction of a job well done be added to your joy during this holiday season, and may the New Year bring each of you continued health and happiness.

*J. B. Farley*

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May the personal satisfaction of a job well done be added to your joy during this holiday season, and may the New Year bring each of you continued health and happiness.

J. G. Farley



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# U.S. COAST GUARD BULLETIN...



Published monthly with the approval of the Director of the Budget  
Washington • December 1948

## Welcome Coast Guard Reserve

The United States Guard extends a cordial welcome to its new "family" of BULLETIN readers—the RESERVISTS. Commencing with the December issue, reservists on inactive duty will receive all forthcoming issues of the publication. It is anticipated that the BULLETIN will serve as a channel through which members of the Reserve may be kept posted on the varied operations of the Service in the performance of its peacetime duties.

Long range plans for the establishment of a strong Coast Guard Reserve went into action recently with the assignment of nine officers to serve as Reserve directors in the various Coast Guard districts. Six of these are Reserve officers, voluntarily recalled to duty; the other three are regular Coast Guard officers.

Officers already on duty are: Lt. Comdr. S. T. Baketel, USCGR, First District, Boston, Mass.; Commander G. H. Bowerman, USCG, Third District, New York, N. Y.; Lt. Comdr. R. B. Elliott, USCGR, Fifth District, Norfolk, Va.; Lt. Comdr. W. C. L. Dunning, USCGR, Eighth District, New Orleans, La.; Commander E. S. Kerr, Jr., USCG, Ninth District, Cleveland, Ohio; Lt. Comdr. S. M. Cain, USCGR, Eleventh District, Long Beach, Calif.; Commander J. A. Dirks, USCG, Twelfth District, San Francisco, Calif.; Lt. Comdr. M. C. McGuire, USCGR, Thirteenth District, Seattle, Wash., and Lt. Comdr. R. T. Leary, USCGR, Fourteenth District, Honolulu, T. H.

In a directive to the field, Rear Adm. R. T. McElligott, Chief, Office of Personnel, stated that although funds for procurement, organization, and training of reserves are not presently available, Reserve Directors can accomplish considerable ground work while efforts to obtain such funds are under way. Admiral McElligott named as *top-priority* project for each director the preparation of an improvised training program.

When all directors have assumed their duties, the administration of the Reserve which has been centered around a small section at Coast Guard Headquarters, will be decentralized to the district offices. It is, therefore, recommended that after 1 January 1949 Reservists address requests for information, advice, or instructions to the Reserve Director of the Coast Guard district in which residence is maintained. That is, a Reservist residing in Maine should address his request to the Reserve Director, First Coast Guard District, 1400 Custom House, Boston 13, Mass.

The geographical limits of the various Coast Guard districts and addresses of the district offices follow:

### FIRST COAST GUARD DISTRICT

1400 Custom House, Boston 13, Mass.

Maine; New Hampshire; Vermont, except the counties of Orleans, Franklin, Grand Isle, Chittenden, and Addison; Massachusetts; Rhode Island.

### SECOND COAST GUARD DISTRICT

232 Old Custom House, Eighth and Olive Streets, St. Louis 1, Mo.

West Virginia; Kentucky; Tennessee; Oklahoma; Kansas; Nebraska; North

Dakota; South Dakota; Iowa; Missouri; Pennsylvania, south of latitude 41° N.; Illinois, except that part north of latitude 41° N. and east of longitude 90° W.; Wisconsin, south of latitude 46°20' N.; and those parts of Arkansas, Mississippi, and Alabama north of 34° N.

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#### THIRD COAST GUARD DISTRICT

42 Broadway, New York 4, N. Y.

The counties of Orleans, Franklin, Grand Isle, Chittenden, and Addison in Vermont; Connecticut; New York, except that part north of latitude 42° N. and west of longitude 74°39' W.; New Jersey; Pennsylvania, east of longitude 79° W.; Delaware, including Fenwick Island.

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#### FIFTH COAST GUARD DISTRICT

Box 540, New Post Office Building,  
Norfolk 1, Va.

Maryland, Virginia, and North Carolina, and the District of Columbia.

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#### SEVENTH COAST GUARD DISTRICT

P. O. Box 378, Coconut Grove Station,  
Miami 33, Fla.

South Carolina and Georgia; Florida, except that part west of the Apalachicola River; Panama Canal Zone; all of the Island possessions of the United States pertaining to Puerto Rico and Virgin Islands; and all United States naval reservations in the islands of the West Indies and on the north coast of South America.

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#### EIGHTH COAST GUARD DISTRICT

P. O. Box 282, New Orleans 9, La.

Texas and Louisiana; those parts of Alabama, Mississippi, and Arkansas south of latitude 34° N.; and that part of Florida west of the Apalachicola River.

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#### NINTH COAST GUARD DISTRICT

1700 Keith Building, Cleveland 15, Ohio

Michigan; New York north of latitude 42° N. and west of longitude 74°39' W.; Pennsylvania north of latitude 41° N. and

west of longitude 79° W.; those parts of Ohio and Indiana north of latitude 41° N.; Illinois north of latitude 41° N. and east of longitude 90° W.; Wisconsin, except that part south of latitude 46°20' N. and west of longitude 90° W.; and Minnesota, north of latitude 46°20' N.

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#### ELEVENTH COAST GUARD DISTRICT

706 Times Building, Long Beach 2, Calif.

New Mexico and Arizona; Clark County in Nevada; and the Southern part of California comprising the counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.

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#### TWELFTH COAST GUARD DISTRICT

913 Appraisers Building, 630 Sansome Street, San Francisco 26, Calif.

Colorado and Utah; Nevada, except Clark County; and the northern parts of California comprising the counties of San Luis Obispo, Kings, Tulare, and Inyo, and all counties north thereof.

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#### THIRTEENTH COAST GUARD DISTRICT

New World Life Building, Seattle 4,  
Wash.

Washington, Oregon, Idaho, Montana, Wyoming, and the Territory of Alaska.

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#### FOURTEENTH COAST GUARD DISTRICT

P. O. Box, 4010, Honolulu, T. H.

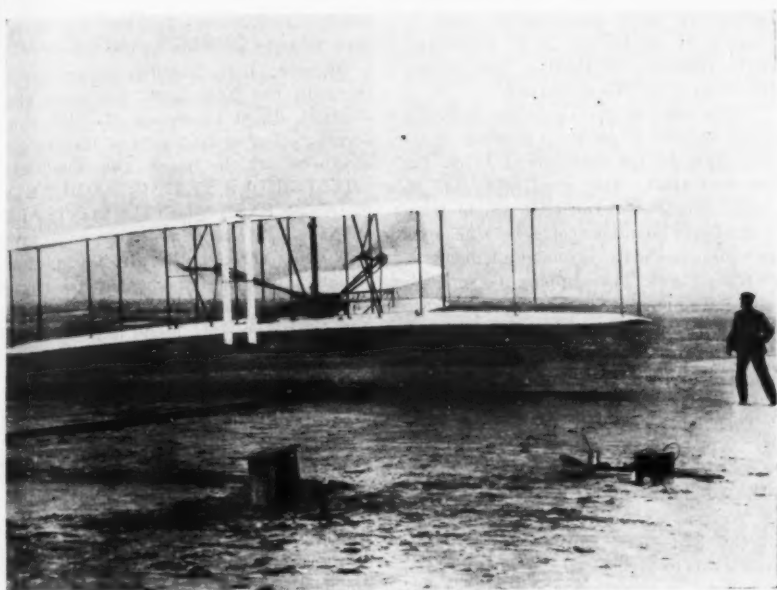
Territory of Hawaii, and the Pacific Islands belonging to the United States west of longitude 140° W. and south of latitude 42° N.

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Although there is at present no Women's Reserve, legislation to reestablish the Women's Branch of the Reserve will be introduced in the Eighty-first Congress.

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The first air fog whistle was established at Beavertail in 1851; the first steam whistle came into use at the same station in 1857. Sirens were installed in 1868, to be followed some time later by the diaphone and other technical improvements.



## A COAST GUARD "FIRST"

### The Only Photograph of Man's First Flight

Taken by J. T. Daniels, then a member of Kill Devil Life Saving Station, one of the witnesses.

The plane, piloted by Orville Wright, has just taken off from the mono-rail. Wilbur Wright, running at the side, had held the wing to balance the machine until it left the rail.

## The Kitty Hawk Comes Home

On 22 November 1948 the famous *Kitty Hawk* came home from London to occupy a place of honor in the Smithsonian Institution along with the Spirit of St. Louis and other "Immortals."

Even the chill drizzle of a dark November day failed to dampen the spirits of those participating in the welcome-home ceremonies on the Mall. Army, Navy, and Air Force bands were on hand. There were distinguished guests, speeches, and an all round rousing welcome. The Coast Guard was accorded the position of honor in the color guard because it was Coast Guard cooperation that made the first flight possible.

The Coast Guard is appreciative of this honor, but is proud of the acknowledgment by the Wright brothers of the part played by Coast Guard personnel on that history making flight.

Through the courtesy of Messrs. Harold S. Miller and Harold W. Steeper, executors of the estate of the late Orville Wright, a page from his diary, part of the entry for December 17, 1903, the day of the first airplane flight, is made public for the first time as one item in the six science exhibits at the Library of Congress. In it we read:

"When we got up, a wind of between 20 and 25 miles was blowing from the north. We got the machine out early and put out the signal for the men at the station.

Before we were quite ready, John T. Daniels, W. S. Dough, A. D. Etheridge, W. C. Brinkley, of Manteo, and Johnny Moore, of Nags Head, arrived.

"After running the engine and propeller a few minutes to get them in working order, I got on the machine at 10:35 for the first trial. The wind according to our anemometer at this time was blowing a little over 20 miles (corrected) 27 miles according to the Government anemometer at Kitty Hawk. On slipping the rope the machine started off, increasing in speed to probably 7 or 8 miles. The machine lifted from the truck just as it was entering on its fourth mile. Mr. Daniels took a picture just as it left the trucks \* \* \*."

The "men at the station" referred to by Mr. Wright in his diary are mentioned further in his article *How We Made the First Flight*:

"We had arranged with the members of the Kill Devil Life Saving Station, which was located a little over a mile from our camp, to inform them when we were ready to make the first trial of the machine. We were soon joined by J. T. Daniels, Robert Westcott, Thomas Beacham, W. S. Dough, and Uncle Benny O'Neal, of the station, who helped us to get the machine to the hill (Big Kill Devil Hill), a quarter of a mile away. \* \* \* By the time all was ready, one of the life-saving men snapped the camera for us, taking a picture just as the machine had reached the end of the track and had risen to a height of about 2 feet. This flight lasted only 12 seconds but nevertheless it was the first in the history of the world in which a machine carrying a man had raised itself by its own power in the air in full flight, had sailed forward without reduction in speed, and had finally landed at a point as high as that from which it started."

As scientists, Wilbur and Orville Wright discovered the secret of human flight, developing the first power-driven airplane in the history of the world capable of sustained free flight carrying a man. The Wright Brothers were the designers of America's first military air-

plane. As inventors, builders, and flyers, they brought aviation to the world.

Of more than passing interest is a story in the *New York American and Journal*, dated December 27, 1903, concerning other early flights of the Wright Brothers which bears the headline: "MYSTERIOUS FLYING MACHINE A SUCCESS EASILY DEFIES CONTRARY WIND CURRENTS" and goes on to say: "Swinging through the air like a great winged creature of the ages of the megatharium, the box kite airship of Wilbur and Orville Wright made another flight today at Kitty Hawk on the east coast of North Carolina and fully established the ability of the huge machine to make its way under almost any aerial conditions short of an actual gale.

"Only a handful of U. S. Life Savers, a few fishermen and a couple of farmers have seen the big airship in flight.

"Although the only photograph of the first flight was taken by J. T. Daniels, a member of Kill Devil Life Saving Station, photographs of other flights made during the month of December 1903 traveled far before they were mailed. A member of the Life Saving Station at Kitty Hawk hurried four miles on foot to place them in the hands of a guard belonging to the Currituck Station, who sent them on with all possible speed to another life saver at Virginia Beach by whom they were forwarded to the American correspondent at Norfolk."

Formal presentation ceremonies are scheduled for 17 December 1948—the forty-fifth anniversary of the first flight of the *Kitty Hawk*.

### Hear! Hear!

SOUNDING ITS WHISTLE ALL THE TIME, a whistle buoy marking the station of Nantucket Shoals Lightship broke loose and drifted for 19 months, circling between Bermuda and the Atlantic coast—covering a distance of at least 3,300 miles.



## Academy Christmas

The cadets of the United States Coast Guard Academy, New London, Conn., are a group within the Service that has a particular appreciation of the Christmas holidays. For the fourth-class cadets, Christmas leave is the first leave they will have in the Service, and for the upper classmen, Christmas will be their first leave since the end of the practice cruise.

So, when the cadets depart the Academy on 21 December for a 2-week Christmas vacation, they will begin a leave they have been looking forward to for months, and actually shouting about every day since their leave of last summer. This is according to a traditional custom of Coast Guard cadets. During off duty hours an upper classman will shout "How many days?" The swabs (fourth classmen) will roar and answer something like "Sixty nine and a butt, sir!" meaning in 69 days and part of another day the cadets will have their next leave.

Christmas leave for the cadets means not only a chance to join their families; it also means a well-earned respite from their studies and strictly supervised routine; but most of all it means the same warmth and cheer that Christmas has for all of us.

On Saturday afternoons from Thanksgiving Day through December, the New London railroad station on the N. Y., N. H. & H. Line at the foot of State Street, will swarm with cadets buying their tickets in advance. After taps the night before leave begins, Coast Guard cadets enter fully into the Christmas spirit, moving about in a group from place to place on the reservation singing carols in the frosty New England evening until they end up at the Superintendent's quarters.

In Chase Hall, the cadet barracks, there is a hubbub of carols, a shouting back and forth about train schedules and plans for Christmas leave, and bustle of packing for the holidays.

For the majority of cadets, Christmas will begin on 21 December as they line up with their luggage, and the cadet officer-

of-the-day checks them off and gives the order "Senior man, march the leave party ashore!" The senior man then marches the party in a column-of-two's out the north gate of the reservation, where the cadets board busses and taxis and head for the station.

However, that does not put an end to the holiday spirit at the Academy. For one reason or another, a few cadets will not be able to get home at Christmas. Over the holidays they have no reveille, no formations, and no demerits. And for Christmas dinner, the Superintendent invites them to "The Hill." The townspeople of New London, who have always been friendly toward the Academy, offer a number of invitations to the cadets over the holidays.

Each year at the Academy, the Coast Guard Welfare chapter holds a large party for the children of officers and enlisted men, who have been anticipating the good time they always have at the party where Santa Claus gives presents to all hands. The enlisted men of the Academy have a Christmas dance, and the officers have their Christmas party.

Christmas at the Academy is like Christmas at all Coast Guard stations—it is a time of cheer for those on the reservation, as well as for those who have gone on Christmas leave.

## Coast Guard Commended

Admiral Louis E. Denfeld, Chief of Naval Operations, has sent a personal letter of thanks to Admiral Joseph Farley, Coast Guard Commandant, for services rendered by the cutter *Eastwind* in the operations of Task Force 80 in the Greenland and Canadian Arctic during the summer of 1948.

The CNO said that officers and men of the *Eastwind* are to be "especially commended" for their skillful performance in handling their ship during a difficult and hazardous operation involving transit of heavy ice packs and navigation in uncharted waters. (*Armed Forces—13 November, 1948.*)



**"Christmas in Connecticut"**

In typical Christmas card style, the gates at the Coast Guard Academy swing wide, extending a snowy welcome to Christmas visitors.



**"God Rest You Merry Gentlemen"**

Right after "taps" on the night before the Corps depart on Christmas leave, cadets from the Choir and Glee Club go caroling about the Coast Guard Academy reservation.

## Bering Sea Patrol—1948

The Bering Sea Patrol for 1948 terminated at 1430 on 9 September 1948 when the *Northwind* under command of Capt. Chas. W. Thomas, USCG, berthed at Seattle, Wash.

While the patrol did not engage in incidents sufficiently newsworthy to acquire "headline" glamorization, it cannot honestly be said that the patrol pursued the "even tenor of its way" for almost from the date of sailing at 1300 on 8 May, the *Northwind* was beset by adverse weather.

There is no gainsaying the worth of the patrol—its continuation has been recommended for many reasons.

The presence of the patrol gives reassurance to mariners in that it tends to discourage violation of the laws of the United States much as a vigilant patrolman maintains a peaceful "beat" by the sheer diligence of his patrol.

The patrol contributes to hydrographic and oceanographic studies of Alaskan and contiguous waters.

Generally, however, justification for the continuation of the patrol may best be understood from a study of activities, which, although reported as routine events of the day, collectively form a group of essential activities which no compiler of regulations could have thought up but which, nevertheless, spell out the Coast Guard's motto "always prepared."

The *Northwind* proceeded via inside passage to Ketchikan where freight for the CG Air Facility, Kodiak, was loaded, then proceeded to Cape Spencer. While Seward-bound across the Gulf of Alaska, news of a broken-down cannery tender was received. A few hours steaming located the *Saturn*, 15 miles from her reported position. The *Northwind* towed her to Yakutat.

At Seward, the "Floating Court" headed



Capt. Charles W. Thomas, USCG.

by District Judge Joseph Kehoe came aboard. The passenger list here was also augmented by United States Education Welfare Representatives and Mr. Aubrey Scotto, a writer. The court calendar whose itinerary covered points on the Kenai Peninsula, the Alaska Peninsula and the Aleutian Islands, terminated on 4 June, when court and Government passengers disembarked at Naknek. The *Northwind* anchored that evening at St. Paul Island where an exchange in personnel at the Loran Station was effected. At Adak, on 10 June, the Harvard Expedition, led by Dr. McLaughlin of the Peabody Museum, came aboard. This group of specialists were off to make ethnological studies concerning the origin and migration of Aleuts and other aborigines. Miss Christine Heller, territorial nutritionist, also came aboard for transportation to remote sections of Alaska, to study flora and fauna available to natives for a well-balanced food supply.

Despite nasty weather, Nikolski, Umnak Island in the Aleutians was reached on 15 June, where Assistant Surgeons Price and Braye treated natives and Army personnel. The Loran Station was serviced on 16 June and informal inspection made. Scotch Cap was next visited; rendezvous was made with the *Bittersweet*; stores were landed at Sarichef and medical treatment given the station crew.

While at Dutch Harbor on the 20th, filling St. Paul Loran Station's requisition for stores, Mrs. Kate Smith, Alaska Native Service Welfare worker, came aboard.

At St. Paul Island seal slaughtering was found to be in full swing. Dr. Braye worked the clock around giving sorely needed dental treatment to natives, Fish and Wildlife Service personnel and dependents.

The landing for Mekoryuk had to be made at Cape Etolin. The surfboat grounded off the rocks in shallow water and the shore party piled out, waded ashore and set off on a 3-mile hike across tundra, through swamps, battling mosquitoes—a taste of what was to come.

According to report, the *Northwind* "felt" its way into the native village of



"FLOATING COURT" at Seldovia, Alaska. Edward G. McMeekan receives citizenship papers from Virginia Olsen, Deputy Clerk of Anchorage and M. E. S. Brunelle, Clerk of the "Floating Court." The Court travels aboard the USCGC *Northwind*.

Nash Harbor at night. The ghost town of St. Michael was reached on 1 July. There was much work here for both doctor and dentist. Golovin on the Seward Peninsula was visited on 2 July. According to story, the natives had prayed for return of the "big white ship" (*Northland*). Two *LCVP* loads of patients were treated and acquaintance renewed with Frank Daugherty, schoolmaster and amateur physician. Acquaintance was renewed with Tony May at Selim—Tony is well known to Coast Guard officers. For that matter, inquiries were received all along the way as to the welfare of Admirals Cochrane, Hottel, Covell, Parker, Jones, Scammel, and Zeusler.

At Nome, on 4 July, a drizzle made visibility nil. No sooner was the *LCVP* launched and mail fetched than a stiff southerly breeze made up. This necessitated weighing anchor and standing out through advancing ice. The *Northwind*

rounded the south end of Sledge Island and stood out to sea, returning to Nome on 5 July. Five tons of Army freight destined for Gambell were loaded—an Army major and private also came aboard for transportation to Gambell.

The *Northwind* reached Cape Chilbukak on St. Lawrence Island on 7 July, and on 9 July, Savoonga, a "model" village with natives healthy, well housed and better clad than at any other village. The satisfactory state of affairs at Savoonga stems from the influence of such folk as Mr. Williams, the schoolmaster, and his wife and their numerous predecessors who have sustained the morale of these natives and helped them in many ways. Seven cases of TB were found at Savoonga and those well isolated.

On return to Nome the *Northwind's* two passengers, Dr. George A. Dale, Director of Education, ANS, and Miss Mil-

dred (Buster) Keaton, retired Public Health Nurse, well known to the Coast Guard, came aboard. Miss Keaton was "dying" to make the trip and she was very welcome for in addition to being a capable nurse, her familiarity with the natives and their language, and her knowledge of terrain proved of real value to the medical department and to the ship.

At King Island off Seward Peninsula, landing was impossible due to bad weather. The ship stood close to shore and "talked" with natives via electric megaphone; made them understand, "We would land on other side of island." Young and old scrambled up and over the 700-foot heights to reach the other side and were there waiting when the *Northwind* arrived. At Teller on the Seward Peninsula, Miss Keaton rounded up scores of natives, traveling with the ship's surgeon to the upper reaches of Imuruk Basin, fetching two surgical and innumerable dental cases to the *Northwind*. Here another passenger came aboard, Dr. Irvin Newell, marine biologist, ONR. Though sailors as a class have a suspicious regard for scientists, whom they consider "cracked," Dr. Newell soon found his way into the hearts of the ship's company. At Cape Prince of Wales two "skinboat loads" of natives plunged through the surf and chugged to the ship propelled by outboard motors. Little Diomedes was visited on the 16th. Here the dentist was busy all day. On 17 July the *Northwind* reached Shismaref Bay. Luckily the *Northland* had left directions for entering the inlet. The motor surfboat was launched several miles offshore. It sped between beach and sandbar to the entrance of the Bay. Here the Lutheran missionary met and carried some of the party *pick-a-back* to shore—those too proud to so ride—waded. The "flasher" at Shismaref was repaired—this flasher is used in winter to "home" sledging operations which use transcends its employment as a navigational aid. At Kotzebue northerly winds made anchorage unsafe. Radio contact indicated 250 dental patients needing "treatment." "Buster" Keaton

knew of a dentist's chair at Wainwright; suggested fetching it to Kotzebue on the return trip, "so Dr. Braye could work there while ship went on to Nome." (This practical idea was carried out with excellent results.) The *Northwind* reached Kivalina at midnight. The town was asleep but roused to peak of activity on *Northwind's* arrival. The natives were found well supplied with walrus meat and native food.

After bucking a northeast gale all day the *Northwind* reached Wainwright on the evening of 21 July. Here natives were mourning the fact that an old whaleboat used by them to tow skin-boats in quest of walrus, was broken down. The whaleboat with a skin-boat full of natives in tandem was towed to the *Northwind*. Chief Engineer Jensen had the motor running and natives happy by evening. Shorefast ice still clung to the beach at Point Barrow on 23 July. The *Northwind* anchored in the lee of a field of polar ice. On 31 July came Headquarters orders to return to the Bering Sea. Dental work was completed, the last patient put ashore, and the *Northwind* stood out into the pack of polar ice.

Fog was dense, but a field of "young" ice was found and the *Northwind* lay there through the night, awaiting improved visibility. On 1 August the fog lifted and the *Northwind* fought westward until noon after which well-defined leads enabled the ship to clear the pack by night. Throughout operations in the ice, Barrow Supply Expedition and NAV-WEACEN were kept informed. On 4 August a request came from the CO USAF, Nome. Two USAF lieutenants were stranded at Little Diomedes "out of food"—"None can be dropped because of fog"—"would *Northwind* remove them?" Course was reversed and the two officers evacuated. Also evacuated were Father Cunningham, and the local schoolmaster.

The cruise continued with the *Northwind* servicing Coast Guard aids to navigation outposts from Scotch Cap to Attu. Commissary stores were loaded on 16 August, at Adak, for naval facilities at Attu, C. G. Loran station at Theodore Point and Amchitka. The *Northwind*



departed Adak on 17 August in a howling gale. At Amchitka on 20 August, 4 USAF officers, 3 civilians, and 20 men of the PACKRAT TEAM came aboard, persistent fog having made evacuation by air impossible.

At Ketchikan Rear Admiral J. E. Stika boarded with Capt. N. S. Haugen and party. The *Northwind* then proceeded to Juneau where the Governor, his aide, and party were received; cruised to Haines, Skagway, and back to Juneau where the Governor and his party disembarked. The ship then proceeded to Gustavus and while there made a hydrographic survey of Geikie Inlet.

At Sitka ceremonies attending burial of war dead were held on 5 September with Admiral Stika representing the Coast Guard.

After the ceremonies, the *Northwind* sailed for Ketchikan. The *Northwind* then sailed via inside passage to Seattle. Continuation of the Bering Sea Patrol has been recommended. It has further been recommended that the *Northwind* be assigned to future patrols.

In view of the fine reception accorded this project, it is expected that the display will again be open to the public during the 1949 Season.

## Gulf Coast Survey

Further development of new oil fields in the tideland regions of the Gulf of Mexico would substantially increase the workload of the United States Coast Guard in that area.

Several oil companies have already erected drilling structures in that navigable water area, with many more planned. A large number of commercial vessels will be needed for geophysical exploration to service these drilling units and to transport the oil production.



Capt. Joseph A. Kerrins, USCG.

From the shipmaster's viewpoint, the oil drilling structures, erected in the navigable waters, constitute obstructions to navigation which must be adequately lighted and provided with suitable fog warning signals. Regulations dealing with such requirements are already in effect. Coast Guard facilities will have to be augmented to meet the responsibility of enforcement. Channels through congested regions must be properly buoyed for regular marine traffic.

It might be logically expected, too, that there will be some increased demand on the assistance and rescue services of the Coast Guard, particularly during the hurricane season.

To meet these new problems, the Commandant, United States Coast Guard, has designated a board of Coast Guard officers to survey the Gulf Coast and adjoining water areas where these exploratory and oil-drilling operations are under way. The Board will communicate with the Corps of Engineers, United States Army, other government agencies, local authorities and with representatives of the petroleum and

## Popular Exhibit

During the season which closed on Labor Day, 1948, the Coast Guard exhibit at Montauk Point Light Station was viewed by visitors, averaging 400 per day, from all parts of the world. The exhibit, opened to the public on 1 June, attractively housed in a room 13 by 18 feet, consists of the following basic items: Outstanding Coast Guard photographs, singly and in series, depicting well-known instances of Search and Rescue activity; several items of old and new rescue equipment, including breeches-buoy equipment and line-throwing apparatus; an eight-foot, glass-enclosed model of a typical Coast Guard Cutter, and a similar exhibit of a monomoy-type surf boat; four dioramas of varying sizes, illustrating breeches-buoy technique and purposes served by Aids to Navigation installations. All items are affixed with lettered captions explaining their role in the overall duties of the Coast Guard.

maritime industries; and will study the requirements and conditions to determine present and foreseeable future responsibilities of the Coast Guard. The Board will also determine the magnitude of the off-shore project with a view toward estimating Coast Guard facilities and personnel necessary to carry out Coast Guard obligations to meet the expanding program.

The Commandant is presently assigning Capt. Joseph A. Kerrins USCG as his representative in the Office of the Commander, 8th Coast Guard District at New Orleans, La., to serve as liaison officer between government, local authority, industry, and the Coast Guard so as to facilitate all mutual problems.

## Tribute

At the close of a news broadcast made over radio stations VONF and VONH, at St. Johns, Newfoundland on 21 September 1948, tribute was paid to the United States Coast Guard Air Facility at Argentia in these words:

"It would be difficult to evaluate the work which has been performed by the Coast Guard since its establishment here. The calls on them have been legion, and at times necessitated arduous and dangerous operations by air and sea but, splendidly equipped to meet all contingencies as they are, they have always been willing and able to respond quickly and effectively and their work has been responsible for the saving of many lives and the alleviation of much suffering, both in isolated portions of the Coast of Newfoundland and at sea."

The broadcast recounted in graphic narrative style the story of the removal to Argentina by the Coast Guard of eight seriously burned crew members of the Greek freighter *Orion* which caught fire and went aground at Flower Island on 20 September 1948.

The SOS from the *Orion*, picked up by the Coast Guard Air Facility at Argentia on 20 September 1948 reported the ship afire and aground in the Straits of Belle Isle, between Newfoundland and Labrador.

Arrangements for sending assistance got underway immediately. At noon a plane took off with Lt. Chas. Lockwood, pilot and CPO Ben Weaves, copilot. Landing at the *Orion's* side at 4:45 p. m. it was learned that local fishermen and two nurses from the Grenfell Mission had brought the injured ashore. The plane taxied close to shore and Coast Guard officers, assisted by the fishermen carried the men swathed in bandages to the plane.

The plane was heavily loaded in taking on all the injured men, and it was only with the assistance of Jato Bottles that it was able to become airborne. The plane arrived at Argentia at 9:30 and the injured men in various states of consciousness were conveyed to the Naval Dispensary.

The broadcast at the same time paid tribute to the *Bibb* in stating: "It is worthy of record that this is the second large scale rescue conducted by the United States Coast Guard at Argentina in the past couple of days. The last was the rescue of the crew of the *Gaspar* to which reference was made in this BULLETIN a few days ago."

## Commandant's Reserve Policy

Relative to the appointment in the Coast Guard Reserve of former regular officers who have voluntarily resigned their commissions and who subsequently have applied for commissions in the Coast Guard Reserve, the Commandant has set forth the following policy:

(a) Such officers may apply for Reserve commissions and, if in all respects eligible under the Reserve Regulations, may be commissioned in the rank held at the time of separation from the regular establishment.

(b) No officer who has resigned his regular commission and is later appointed in the Coast Guard Reserve will be eligible for later consideration for reappointment in the regular establishment, regardless of whether or not he has been recalled to active duty in his Reserve status.





Coast Guard Loran Station, Potangeras Island, Ulithi Atoll, Marianas, Palau Chain. Left foreground, LORAN "shack" and antennae poles; in background, mess hall, station buildings, and USCGC KUKUI.

## Orchids To Loraners

LORAN—long range radio navigation—dubbed "one of the most revolutionary of long range navigational aids since the invention of the magnetic compass" is used as a *primary* aid to navigation by practically all aircraft operating Atlantic transoceanic flights where Loran is available. The common feeling exists that service of Coast Guard Loraners in the North Atlantic is vital to the maintenance of reliable schedules and service.

To LORANERS on the other side of the world, comes a "fillip" in the form of a letter to the Commandant, USCG, from the CO, Far East Air Forces, expressing appreciation for Loran service in that area. The letter is unusual—it contains numerous narrative reports of Loran utilization by airmen of the Command.

These reports acclaim Loran as a navigational aid. They also contain glowing words of praise for the men who

make the service possible. Every report is a bouquet to Loraners.

Dispensing with the middle-man, we quote directly from the reports incorporated in the letter.

V. V. Kirby, lieutenant, 2d Rescue Squadron, Flight "C," Clark Air Force Base writes, "Loran is a must for long over water flights. It is the navigation aid that can be depended upon when all other methods fail. Over water flights at night in the southwest Pacific are never easy but the flight we made on the 10th of July (1948) was a little rough. We saw the sky for a few minutes after we left Clark Air Force Base. Then we ran into weather—5 pitch-black hours of turbulence, rain, and lightning. Without Loran, we might have crashed into the mountains which towered to 13,000 feet only 120 miles from our course or we might have climbed to 20,000 feet but this would have been difficult, if not impossible, for one of the engines of our

heavily loaded ship was not performing perfectly; or we could have flown through black, rough clouds all night. None of these occurred for Loran, wonderful Loran, was aboard and working perfectly. Each few minutes we obtained fixes, showing that we were on course and in a safe area."

Gardner L. Hutchins, first lieutenant, USAF, Transpac Navigator, 3d Air Transport Squadron, wrote, "On 2 February 1948 on an ATS flight between Guam and Tokyo we encountered solid instrument conditions, precluding use of celestial navigation. Having visited the LORAN Station on O'Shima and knowing the caliber of its personnel and the reliability of stations 4-H-4 and 4-H-5, we decided to enter the Tokyo area solely by use of LORAN. This is only one of many incidents where LORAN was the determining factor in a successful flight. I want to show due respect and praise for LORAN and its operators. Keep up the good work as you have done so well in the past."

According to Joseph C. Kinkean, first lieutenant, USAF, Transpac Navigator 3d Air Transport Squadron. "I demonstrated the accuracy of our APN-9 set while flying directly over the island of Tori, on LORAN Chart 210, between Iwo Jima and Tokyo. The fix covered the island completely and my audience was amazed at its accuracy. During winter months when weather conditions in the Far East are really bad, LORAN enables the navigator to come into the Tokyo Bay area with confidence although 12,400 Mt. Fuji is but 50 miles off course. LORAN also gets full credit for the accurate winds and velocities that the navigator turns to in weather. Typhoon spotting and high winds are easily and accurately determined by LORAN. Discontinuance of LORAN would throw modern Air Navigation back into the horse-and-buggy age where airplanes flew at 90 miles per hour instead of at supersonic speeds."

Edward W. Luby, first lieutenant, USAF, Transpac Navigator, 3d Air Transport Squadron, wrote, "During the past 2½ years I have flown continuously in the Pacific area and at times have found

LORAN the only possible means of getting definite position. As an example of LORAN's value, on 3 April (1948) we departed Bangkok for Manila at 9,000 feet. Upon reaching altitude we found a solid overcast and were on instruments about 50 percent of the time. After waiting for a 'break' in the clouds, which would make celestial navigation possible, I decided to try to get a LORAN fix from stations 1L6 and 1L7. The fix showed that we were 35 miles off course, heading for a 10,000-foot mountain. Needless to say we altered course and the flight was completed successfully — thanks to LORAN. I would like to thank all of the men who are in any way connected with LORAN operations, *especially those who sit on lonely islands* keeping the stations operating properly, for the reliable and efficient service that they are giving to the navigators of Trans-Pacific operations."

Theodore J. Sieradski, first lieutenant, USAF, Navigator, CHQ Air Det., wrote, "I've been in many situations where the only source of ground speed, wind direction, and velocity, was obtained through LORAN fixes. A perfect example, and there are many, is a flight of last June in which I was flying *around a typhoon*. The plots obtained by LORAN give an accurate picture of winds and when used with the radio altimeter the storm can be very accurately plotted. The United States Coast Guard is to be highly commended for the efficient maintenance of world-wide LORAN facilities, and *the deepest appreciation is felt by all long-range navigators for the men on the lonely islands who made the service possible*."

Leslie D. Shapton, captain, USAF, Chief Navigator, 3d ATS, commented, "In checking the navigation logs of 70 recent flights where passengers, mail and cargo, and air evacuation trips were flown, it was found that 441 LORAN fixes were taken. On an average 8-hour flight, this means six and a third LORAN fixes or one LORAN fix per hour from level-off until let-down. On the same flights 29 celestial fixes were taken, showing a preference for LORAN in a ratio of 15 to 1. LORAN does away with blindly groping for destination in instrument-



LORANZO, the pup, takes a lesson from his master, John E. Potte, RDM 3/c of Baltimore, Md., at the United States Coast Guard Loran Station on Roguron, Majuro Atoll, Marshall Islands.

weather situations. Last September all navigators present on the base made a boat excursion to the LORAN station at O'Shima. We were interested in seeing how the station operated and in meeting the personnel assigned. At that time we expressed our appreciation for their fine work and for the service that they were providing for us. In the succeeding months we have flown with a mutual respect and admiration for LORAN and its station operators."

The CO, Hq. 46th Fighter Wing, USAF, comments, "The air crews of the 4th Res. Squad are high in praise of the United States Coast Guard crews who man the LORAN stations and actually consider them as part of the armed-service team which makes flying long, over-water routes in the Pacific a safe and certain operation."

According to the 19th Bomb Group,

"LORAN is a godsend! \* \* \* Little do the men of the Coast Guard realize what a great job they are doing. \* \* \* When LORAN was first introduced, air navigation moved from an inexact science to an exacting science."

F. J. Haas, supervisor of navigation for Northwest Airlines, Inc., in commenting on LORAN, wrote, "On flights from Tokyo to Manila via Shanghai and Okinawa, our navigators feel that there is no better LORAN coverage in either ocean. \* \* \* We place a great deal of dependence upon those unknowns manning these stations and liken their positions to that of a lighthouse keeper guiding the merchant traffic of the airways. Mere words alone cannot convey our unbounded thanks we tender to the people responsible for these pulses of guidance."

ORCHIDS TO LORANERS AND HATS OFF TO YOU!

## Chapel Drive News 11th District

To Marshall Stone of Long Beach, Calif., goes the distinction of being *first contributor* from the Eleventh Coast Guard District. His contribution—a check for \$5 was given to Capt. J. L. Steinmetz, executive secretary, Memorial Chapel Fund, Eleventh Coast Guard District.

On 8 November 1948, Donald W. Douglas, president of Douglas Aircraft, chairman of the Eleventh Coast Guard District Advisory Committee for the proposed chapel, announced the inauguration of the national drive for \$450,000 to build a Memorial Chapel at the Coast Guard Academy memorializing Coast Guard dead of war and peace.

Mr. Douglas' announcement to the press stated that the committee would accept gifts for memorials dedicated to individuals such as windows, the pulpit, chancel, or baptismal font; names of donors to be inscribed in a "Remembrance Book" to be kept in the chapel.

Other members of the committee include: Bishop R. Arnold of the Roman Catholic Ordinariate; Dr. E. C. Farnham Southern California Council of Protestant

Churches; Rabbi Edgar F. Magnin, DD; John D. Roche and Wesley D. Smith, ex-Coast Guard Reserve; E. F. Franke, Coast Guard Auxiliary; Charles A. Eliot, Coast Guard League; and H. E. Rogers, ex-Temporary Reserve.

### The Mission of the United States Coast Guard Academy

To graduate young men with sound bodies, stout hearts, and alert minds, with a liking for the sea and its lore, and with that high sense of honor, loyalty, and obedience which goes with trained initiative and leadership; well-grounded in seamanship, the sciences, and the amenities, and strong in the resolve to be worthy of the traditions of commissioned officers in the United States Coast Guard in the Service of their country and humanity.

*(This Mission is framed and hung in the room of each cadet)*

### United States Coast Guard Memorial Chapel Fund

Contributions to the Coast Guard Memorial Chapel Fund may be sent to:

United States Coast Guard Memorial Chapel Fund, United States Coast Guard Headquarters, 1300 E Street Northwest, Washington 25, D. C.

(Public Law 209—80th Cong.) (Allowable deduction Federal Income Tax)

#### Distribution (SDL No. 35):

A: a, b, c (5 ea); d, e, f, l (3 ea); remainder (1 ea).

B: c (14 ea); f, g (7 ea); e, h, i, l (5 ea); j (3 ea); d, k (2 ea); remainder (1 ea).

C: a, d (3 ea); remainder (1 ea).

D: all (1 ea).

List 118 (Foreign).

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